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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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SUPPLEMENT TO
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1. In September 1949 the runway of the military airfield west of Orel (36°51'N/52°57'E) was asphalted. It was 1,400 meters long and 60 meters wide, and consisted of a layer of gravel 35 cm thick with an asphalt surface 10 cm thick.
 2. There were four small and two large concrete hangars, a three-story administration building and twelve wooden barracks on brick foundations. A searchlight beacon was on top of the administration building. There were red boundary lights. (1)
 3. The following airplanes were noted:
 - a. Fighters similar to the FW 190.
 - b. Twenty-five to 30 jet fighters with turbine in nose section, wings fairly straight, no sweepback, nose wheel, one-seater, one gun on each side of the turbine. (2) Total length 7 to 8 meters, wing span 6 to 7 meters. The planes had two wing tip containers under each wing which were lightly pointed toward the bottom and which looked like bombs. Soviets said these containers were rocket boosters for take-offs. (3) The speed was said to be 1,200 km/h and the flying time 67 minutes. (4)
 4. The fighters were used for practice take-offs, landings and acrobatics.
 5. There were an estimated 1,000 men at the airfield.

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6. The airfield of Orel had a runway which was asphalted in July and August 1949. The runway measured 1 to 1½ km from north to south.
7. There were three hangars and six to ten permanent buildings housing the headquarters and serving as billets.
8. The following airplanes were noted:
 - a. Fifty to 60 single-engine fighters.
 - b. Twenty to 30 twin-engine planes similar to the Ju 88. (5)
 - c. Fifteen to 20 biplanes.
 - d. An undetermined number of twin-engine transports, allegedly Il-12s. Paratroopers used to jump from these planes. (6)
 - e. An undetermined number of jet fighters. Eight to ten of these planes were once seen in the summer of 1949 when taking off and landing.
9. There was daily flying when the weather was fair, particularly with single-engine fighters. Individual planes fired at a towed sleeve target. The twin-engine planes which resembled the Ju 88 flew in formations of up to 15 planes. Fairly regularly, and usually in the afternoon, groups of paratroopers, at least twelve and no more than eighteen, jumped from the twin-engine transports at varying altitudes east of the field. Twin-parachutes were used.
10. The airfield west of Orel had three or four hangars and several multi-story stone buildings. In December 1949 there were about 100 single-engine, low-wing fighters with radial engines and three-bladed propellers. Landing gear retractable inward and tail wheel retracting to the rear. (7) The planes resembled the FV 190. Their speed was about 500 to 520 km/h; the landing speed about 150 km/h. (1)
11. The fighters flew individually and in formations of up to nine planes. Formation flying lasted about 40 minutes.
12. Four jet planes flying in line were seen between Kursk and Orel in August 1949, coming from Kursk (36°14'E/51°44'N) and proceeding in the direction of Orel. The planes had swept-back wings and remarkably high rudder units. (8)
13. On the outskirts of the town there was a large barracks installation on a paved road connecting the Orel-Kursk highway with the railroad station. Four three-to-four-story stone buildings, each 60 to 80x15 meters, were parallel to the road. Several damaged buildings were in the rear section of the installation. Air force soldiers wearing brown uniforms with light blue service color were quartered in the installation.
14. Another airfield was believed to be located about 4 km east of the railroad station because there was much flying with biplanes during the summer. Up to 20 individual jumps were made daily by paratroopers. (9)
15. The airfield was north of Orel and about 1½ km west of the road to Tula (37°37'E/51°12'N). Engineer barracks were southeast of the field. The field was about 2 km square. There were no hangars or runways. Flying activities, mainly with biplanes, were limited. (10)
16. A new plane, called reactive airplane (sic) by [redacted] and by Soviet workers, was seen once or twice each day during the one-year period of observation. The plane had noticeably swept-back wings and an attachment under the fuselage extending over three quarters of the fuselage. A clear-cut step was noted below the nose and in the last third of the fuselage. No smoke or fire emanated from the plane. Other PIs estimated the speed of the plane at 100 km/h. (11) and (12)

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[REDACTED] Comments.

- (1) Since most of the sources compare the one-engine fighter with the FW-190 type, it is probably one of the Lavochkin types.
- (2) Although the gun in the center of the plane has not been reported before, the planes should be of the MIG-9 type. [REDACTED] 25X1A
- (3) This statement clarifies some vague information submitted previously. [REDACTED] 25X1A
[REDACTED] It confirms another belief that wing tip tanks are concerned. [REDACTED] Rocket boosters at the wing tips might cause a varying thrust and would thus endanger the take-off.
- (4) It is possible that 67 minutes of flying time may be a standard time applicable for aircraft with completely filled tanks and wing tip tanks and a time which cannot be exceeded in combat.
- (5) This is the first report of twin-engine bombers at this airfield. The bombers may belong to a unit which was temporarily transferred from the northern airfield. See [REDACTED] 25X1A
- (6) No other source reported parachute jumps.
- (7) The observation in December 1949 permits a rough estimate of the total number of airplanes but gives no details concerning jet types, etc.
- (8) The planes may have belonged to a fighter regiment in Kursk-East which is equipped with aircraft of a swept-back type, presumably type 14. [REDACTED] 25X1A
- (9) This airfield was previously reported to be a civilian field. [REDACTED] The few training planes and the flying indicate that it is used for training purposes by the DOSAV.
- (10) According to a previous report the field was vacated in the fall of 1949. [REDACTED] 25X1A
[REDACTED] It is possible that the twin-engine aircraft and the IL-12 for parachute training, mentioned in present report, were previously located at this field. The transfer to an airfield in the vicinity implies a possible enlargement of the Orel-North airfield.
- (11) Types 6 and 18 have swept-back wings and the turbine in the fuselage stop. The vague description implies the latter type. Some of the planes were previously stationed at the airfield of Kursk. [REDACTED] 25X1A
- (12) The information concerning the airfields near Orel may be summed up as follows: The airfield of Orel-West, the large airdrome with runway, hangars, and permanent quarters, is occupied by a fighter regiment equipped with jet fighters in addition to its old stock of conventional fighters; a regiment of twin-engine planes, transports or bombers, was temporarily stationed at the field; the airfield of Orel-North is an emergency airfield which possibly has been under development since the fall of 1949; and the airfield of Orel-East is a civilian field which also is used by the DOSAV (Dobrovolnoye Obshchestvo Sodeistviya Aviatsii-Voluntary Society for the Advancement of Aviation).

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